देश में छोटी लाईनों का बड़ी लाईनों में बदला जाना

1928. **श्री रामजी लाल** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) विगत तीन वर्षों के दौरान तथा 28 फरवरी, 1993 तक राज्यवार कितनी किलोमीटर छोटी लाइनों को बड़ी लाइनों में बदला गया है; और

(ख) 1993-94 के वर्ष में राज्यवार किन-किन स्थानों पर कितनी किलोमीटर छोटी लाइनों को बड़ी लाइनों में बदला जायेगा?

रेल मंत्रालय में राज्य मंत्री (श्री के० सी० लेंका) : (क) 28-2-93 तक पिछले 3 वर्षों के दौरान निम्नलिखित छोटी लाइनों को बड़ी लाइन में बदलने का कार्य शुरू किया गया है :—

परियोजना	कि० मी०	राज्य
1. पुरूलिया-कोटशिला	34	पश्चिम बंगाल
2. दौंड बारा-मती	42	महाराष्ट्र
3. गोंदिया-चांदा फोर्ट	242	,,

(ख) मिरज-लातूर 359 कि० मी० महाराष्ट्र।

Trains arriving late at Vijayawada and Hyderabad

1929. DR. YELAMANCHILI SIVAJI : Will the Minister of RAILWAYS ^be pleased to state :

(a) in South Central Zone, on how many days Krishna, East Coast, Konark, Golkonda, Satavahana, Godavari, Char-minar, Gautami expresses reached late at Vijayawada and Hyderabad on both directions during the last one year;

(b) what are the details of each train, month-wise, what are the reasons for late running; and

(c) what steps have been taken to restore punctuality ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA) : (a) to (c) Information is being collected and will be laid on the table of the Sabha.

Rail accident in South Central Zone

1930. DR. YELAMANCHILI SIVAJI : Will the Minister of RAILWAYS be pleased to state :

(a) the number of accidents that took place in South Central Zone during the last one year;

(b) what is the share of this zone in total rail accidents in the country ;

(c) what are the reasons for the high rate of accidents in this zone;

(d) what steps have been taken to avoid such accidents;

(e) whether any responsibili*y is fixed for anv of these accidents; and

(f) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA) : (a) to (c) During the year 1991-92, 64 train accidents occurred on South Central Railway. This forms a share of 12.07% in the Indian Railways' figure of 530 train accidents in the same year. Considering the volume and density of traffic output, the rate of accident* on South Central Railway is not high.

(d) The steps taken bv South Central Railway to eliminate acciden's are :—

(i) Special attention to maintenance of track and rolling stock;

(ii) Safety drives in specific areas involving greater concentration on safe operation of trains;

(iii) Intensive inspection, surprise and ambush checks to detect and rectify faulty operating and maintenance practices.

(iv) Induction of technical devices to aid the human element.

(v) Improvement in quality of outturn from the workshops.

(vi) Intensive inspections of telecom gears, main'enance depots of coaches, wagons and locomotives.

(vii) Monitoring the performance of the staff of the critical safety categories as drivers, guards, station masters, etc.

(viii) Intensive training of staff in operational categories.

(ix) Surprise checks against carriage of inflammable/explosive material in passenger trains.

(x) Provision of whistle boards, speed breakers and road signs at the approaches of unmanned level crossings and improving visibility for road users and train drivers.

(e) & (f) All the 64 train accidents have been inquired into and causes responsible for them, have been identified as under:—

(i) Failure of Railway Staff	48
(ii) Failure of Mechanical equirment . . .	3
(iii) Failure of track . .	3
(iv) Sabotage . . .	5
(v) Incidental . . .	1
(vi) Failure of other than Railway Staff . .	3
(vii) Cause could not be established . . .	1

पूर्व रेलवे के दानापुर मंडल में डीजल और पेट्रोल से चलने वाली जीपें

1931. **श्रीमती कमला सिन्हा** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पूर्व रेलवे के दानापुर मण्डल में डीजल और पेट्रोल से चलने वाली कई जीपें और कारें है;

(ख) क्या यह भी सच है कि डीजल, पेट्रोल, कर्मचारियों के वेतन इत्यादि तथा इन वाहनों के रख-रखाव पर प्रतिवर्ष लगभग एक करोड़ रूपया खर्च होता है;

(ग) क्या यह भी सच है कि पटना जंक्शन के सिवाय उपर्युक्त जीपों और कारों का इस्तेमाल केवल कुछ ही स्टेशनों के निरीक्षण के लिये किया गया है; और

(घ) यदि हां, तो सरकार इस सम्बन्ध में क्या कार्यवाही करने का विचार रखती है?

रेल मंत्रालय में राज्य मंत्री (श्री के० सी० लेंका) : (क) से (घ) सूचना इकट्ठी की जा रही है और सभा पटल पर रख दी जायेगी।

Inquiry into mishaps by Commission of Railway Safety

1932. SHRI SURESH PACHOURI : SHRI IQBAL SINGH :

Will the Minister of RAILWAYS be pleased to state :

(a) the number of rail mishaps inquired into by the Commissioner of Railway safety during the last three years with details thereof;

(b) the number of reports that have so far been submitted by him to Government and how many mishaps are still under investiga'ion with details thereof;

(c) in how many reports the railway staff have been blamed by the Commissioner;

(d) what action Government have taken against the indicated railway staff by such inquiry reports;

(e) whethrer Government propose to set up a permanent independent inquiry authority headed by a person from the judiciary to inquire into rail mishaps in place of present body; and

(f) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA) : (a) 23 serious train accidents